FAA Safety Team | Safer Skies Through Education
FAASTeam

DES MOINES FSDO SAFETY TEAM

Wingtips, Volume 2, Issue 2 Summer 2015

Des Moines FSDO Closing for Business!

The Des Moines FSDO will be closed for business September 14-24, 2015 for local training. Aviation Safety Inspector services may not be available during those dates. This includes any Part 135 or Part 61 check rides. Please schedule any appointments as early as possible before those dates to accommodate this closing. For information on what this training consists of, see the article on SAS on the following page.

FAASafety.Gov is Home of the FAASTeam

Not only does FAASafety.Gov contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes online courses, flight lesson plans, email notification of aviation safety events and more. This also includes the Wright Brother Master Pilot and Charles Taylor Master Mechanic Award application forms. .

FAASafety.Gov is host to the Roll of Honor for Master Pilot and Master Mechanic Honorees. To be eligible for either award, the applicant must be actively involved in their aviation specialty for 50 accumulative years. Please send your application package to the Des Moines FSDO in care of the FAASTeam!

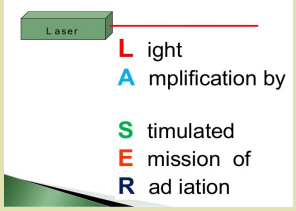
50 cumulative years of being an active pilot or mechanic makes you eligible for the Wright Brother Master Pilot Award or Charles Taylor Master Mechanic Award!

Let the FAA honor you by filling out the application located on FAASafety.gov.

Laser Hits Airplane at Des Moines

A green laser struck an airplane landing at the Des Moines International Airport on Tuesday night, according to a police report. A police officer heard an inbound Delta Airlines flight reporting a laser strike about five miles northeast of the Des Moines International Airport at 5800 Fleur Dr., shortly before 11 p.m. The plane's pilot told police he was turning onto a southwest path on the runway when he saw the green laser. He said the plane was about 2,000 feet above the ground. The pilot "ducked his head behind a shield to avoid eye damage," the report stated. He said the laser was pointed on the aircraft for about 20 to 25 seconds. The laser appeared to be on the ground and not on top of any building or structure, the pilot told police. He described the beam as being green and not flashing or pulsing. "He was certain this was not accidental and that his aircraft was being intentionally targeted," the report stated. Patrol officers near the Iowa State Capitol were notified to keep a lookout for the laser. No suspects were listed on the police report. The pilot was uninjured in the incident.

The pilot "ducked his head behind a shield to avoid eye damage."



Des Moines FSDO Closing for SAS Training

Current FAA oversight processes have contributed to an outstanding safety record. As we strive to make the skies as safe as possible and anticipate future needs and challenges, the FAA must re-evaluate its approach to safety oversight. To best target oversight priorities and FAA's oversight resources, the FAA is transitioning to a risk-based, data-supported oversight system. To support Flight Standards (AFS) through this transition, AFS established the System Approach for Safety Oversight (SASO) Program Office (PO) to develop and implement a comprehensive system safety approach to the oversight of aviation entities. The goal is to improve safety beyond current levels by enhancing our risk-based, data-supported approach. The AFS Safety Assurance System (SAS) is the combination of people, processes, and technology that will be AFS' safety assurance capability. In 2015, the AFS SAS will be the new oversight system for 14 Code of Federal Regulations (CFR) parts 121, 135 and 145. Ultimately, SAS will be used for other applicable CFR parts. SAS is being designed in 3 phases. It is broken down as such because of the scope and size of this initiative. There are approximately 7300 certificates within the United States – and no two are exactly alike – SAS will have the ability to meet the needs for many of the FAR parts.

A Safety Management System has four components. They are: Safety Policy, Safety Risk Management, Safety Promotion and Safety Assurance. SAS will be the Safety Assurance component of the internal AFS SMS.

The Des Moines FSDO will be closed September 14-24, 2015. Schedule your appointments accordingly.

Maintenance Training Available

The FAASTeam now has an Airworthiness FPM. If you would like to have a program that focuses on maintenance related issues, please contact the Airworthiness FPM Joseph Quiring at 515-289-4817 or e-mail joseph.quiring@faa.gov. It isn't necessary to be a Part 145 Repair Station to take advantage of this opportunity. Nor is it necessary to have a large number of maintenance personnel, or have an evening meeting. The program can be tailored for one to 100, and presented during normal daytime hours. There are also opportunities for pilots to learn more about maintenance of the aircraft they fly and what maintenance a pilot can accomplish.

IT IS A FEDERAL OFFENSE TO POINT A LASER AT AN AIRCRAFT

First public test flight of Airbus Electric 2-seat E-Fan aircraft at E-Aircraft Day; precursor to 4-seat extended range version. See more in upcoming issues.

Meet the Airman Certification Standards (ACS)!
Notice Number: NOTC6068

The FAA is beginning to plan its transition to the new Airman Certification Standards (ACS) framework for certification of pilots, starting with the Private Pilot Airplane, Commercial Pilot Airplane, and Instrument Rating Airplane in the next 12 months.

Background: Since September 2011, the FAA has been working closely with a diverse group of aviation community stakeholders convened to help the agency improve the testing/training standards, guidance and test development/test management components of the airman certification process. Participants have developed the Airman Certification Standards (ACS) framework as a way to improve airman training and testing. The ACS provides an integrated, holistic system that clearly aligns airman testing with certification standards and guidance.

Built on the existing Practical Test Standards (PTS), which explicitly define the performance metrics for each flight proficiency element listed in 14 CFR, the ACS approach enhances the PTS by defining the specific elements, aeronautical knowledge, and risk management needed to support each Area of Operation/Task. By presenting the elements of knowledge, skill, and risk management in the integrated ACS format, the ACS better serves the applicant, the instructor, and the evaluator. It will also enable the FAA to clearly align knowledge/skill performance standards, guidance, and test materials.

The FAA continues to work with the industry group to refine the ACS and plan for its implementation. Current efforts involve FAA validation of the ACS documents, review of proposed updates to H-series handbooks, intensive review/revision of knowledge test questions, and support for industry efforts to prototype the ACS approach in selected locations.

To learn more about this effort, follow this link to the "ACS FAQs."

ACS FAQs for Applicants CFIs DPEs 6-17-15.pdf

You can also find more ACS-related information, including sample ACS documents, on the AFS-630 web page http://www.faa.gov/training_testing/testing/

GAJSC Topic of the Month

Month: **July**

Topic: Managing Unexpected Events

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding single-pilot CRM operational techniques. One aspect of CRM addresses management of unexpected events. Humans are subject to a "startle response" when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can reduce startle response time and promote more effective and timely response to emergencies.

Background:

Fatal general aviation accidents often result from inappropriate responses to unexpected events. Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases pilot skill and knowledge have not been sufficient developed to prepare for the emergency but in others it would seem that an initial inappropriate reaction began a chain of events that led to disaster. Humans are subject to a "startle response" when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can help pilots to manage the startle response and effectively cope with unexpected events.

Teaching Points:

Unexpected events – especially those occurring close to the ground – require rapid appropriate action.

Startle response can delay action or precipitate inappropriate action.

Encourage pilots and CFIs to train and plan for emergencies.

Review and practice "what if" scenarios.

Vocalize takeoff, approach, and landing expectations.

Aircraft configuration, airspeed, altitude and route

Emergency options

Outreach Month: August

Topic: Flight Risk Assessment Tools (FRATs)

The FAA and industry will conduct a public education campaign emphasizing the benefits of assessing Flight Risk through the use of Flight Risk Assessment Tools.

Background:

Hazard identification and risk assessment are essential components of effective safety management systems. Pilots are required by regulation to acquire information relevant to proposed flights and plan for how to deal with hazards identified during the information gathering process. Flight Risk Assessment Tools are designed to assist with the risk assessment process. The GAJSC recommends that pilots use FRATs to improve their risk assessment processes.

Teaching Points:

Discuss the scope and safety benefits of FRATs.

Acquaint pilots with available resources.

Discuss means of managing resources.

Encourage pilots to use FRATs.

References:

FAASTeam FRAT Available on FAASafety.gov

Aviation Risk Management Handbook (FAA-H-8083-2)

www.**faa**.gov/regulations_policies/handbooks.../**faa-h-8083-2**.pdf

- FAA Information for Operators (InFO) 07015

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2007/info07015.pdf

GAJSC Topic of the Month, continued

Outreach Month: September 2015

Topic: Pilots and Medications

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over the counter by pilots are hazardous to flight operations.

Background:

Recent investigations of fatal general aviation accidents reveal that post mortem toxicology reports on deceased pilots indicated the presence of illicit, prescription, or over the counter medications in 80% of subjects tested. While NTSB and FAA have not cited drug use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

Teaching Points:

- 80% of pilots in fatal crashes had some sort of drug in their systems during the flight.
- Doctors may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and over the counter medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

References:

Guide for Aviation Medical Examiners

Pharmaceuticals (Therapeutic Medications)

Do Not Issue – Do Not Fly

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/pharm/dni_dnf/

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Recent Wright Brother Master Pilot Honoree:

Roger Oppedahl

Recent Charles Taylor Master Mechanic Honoree:

None

Upcoming Events

July 25 Safety Meeting - Fly Iowa Mason City

July 24-25 Gaits CFI Refresher - Des Moines

July 24-August 1 Iowa Balloon Classic - Indianola

July 28 Helicopter Safety Meeting via FAASTeamTV via Livestream (Tentative)

August 8 Safety Meeting and Tour of SUX Air Guard

September 14-24 DSM FSDO Closed

For meeting details see **FAASafety.gov.** Meetings are being created all the time, sometimes on short notice.

To be informed of Safety Meetings of interest to you, be sure to create an account on FAASafety.gov. All you need is an email address and you will be electronically notified of meetings in your area of interest.

Contact FAASTeam Program Managers Chris Manthe or Joe Quiring if you have questions or need guidance in setting up your account.

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

3753 SE CONVENIENCE BLVD.

ANKENY, IA 50021

DSM FSDO Website

(515) 289-3840 (800) 728-7250

(515) 289-3855 FAX

MONDAY THROUGH FRIDAY

7:45 a.m. – 4:15 p.m.

Visitors are requested to make appointments.

The DSM FSDO will be closed September 14-24 for training and on the following dates in observance of a national holiday:

July 3, 2015 Fourth of July

September 7, 2015 Labor Day

To receive this newsletter via email, please contact :

Barb Fransen at Barbara.Fransen@faa.gov or 515-289-4818 with your information.

Until next time! Have a safe flight!

Larry L. Arenholz
Des Moines FSDO Manager